

Maryland Historical Trust

Maryland Inventory of Historic Properties number: BA-2649

Name: PHOENIX RD. OVER PENN RR & GUNPOWDER FALLS

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended _____	Eligibility Not Recommended <u>X</u>
Criteria: <u> </u> A <u> </u> B <u> </u> C <u> </u> D Considerations: <u> </u> A <u> </u> B <u> </u> C <u> </u> D <u> </u> E <u> </u> F <u> </u> G <u> </u> None	
Comments: _____	
Reviewer, OPS: <u>Anne E. Bruder</u>	
Date: <u>3 April 2001</u>	
Reviewer, NR Program: <u>Peter E. Kurtze</u>	
Date: <u>3 April 2001</u>	

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MARYLAND INVENTORY OF HISTORIC BRIDGES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

MHT No. BA-2649

SHA Bridge No. BC-6507 Bridge name Phoenix Road over Pennsylvania RR and Gunpowder Falls

LOCATION:

Street/Road name and number [facility carried] Phoenix Road

City/town Cockeysville Vicinity X

County [bridge is owned by Baltimore City, but located out in Baltimore County apart from city proper]

This bridge projects over: Road Railway Water X Land

Ownership: State County Municipal X Other

HISTORIC STATUS:

Is bridge located within a designated historic district? Yes No X
National Register-listed district National Register-determined-eligible district
Locally-designated district Other

Name of district

BRIDGE TYPE:

Timber Bridge :
Beam Bridge Truss -Covered Trestle Timber-And-Concrete

Stone Arch Bridge

Metal Truss Bridge X

Movable Bridge :
Swing Bascule Single Leaf Bascule Multiple Leaf
Vertical Lift Retractable Pontoon

Metal Girder :
Rolled Girder Rolled Girder Concrete Encased
Plate Girder Plate Girder Concrete Encased

Metal Suspension

Metal Arch

Metal Cantilever

Concrete :
Concrete Arch Concrete Slab Concrete Beam Rigid Frame

Other Type Name

DESCRIPTION:**Describe Setting:**

Bridge BC-6507 carries Phoenix Road over the NCR Hiker/Biker Trail (formerly the Pennsylvania Railroad) and Gunpowder Falls. The bridge is oriented in a north-south direction in a dense wooded rural area of Baltimore County. The Gunpowder Falls flows from the west to the east at this location. It is located on property owned by Baltimore City outside of the city proper within Baltimore County. This property was acquired by Baltimore beginning in the mid-nineteenth century to provide the city with a permanent water supply. Between 1908 and 1914 Loch Raven reservoir, a municipal water supply and recreation area, was built on the land.

Describe Superstructure and Substructure:

This bridge is a six-span Pratt deck truss which carries two lanes of traffic. There are three main truss members composed of riveted back to back angles and plates, including all of the verticals and diagonals. The lateral cross bracing members are also made from angles. The total length of the bridge is 437'-0" and the clear roadway width is approximately 20'-0". Three built-up columns consisting of angles and plates support the bridge at each pier. These columns are all of the same length at every pier. Each set of columns bear on reinforced concrete piers of variable length.

Discuss Major Alterations:

The deck of this bridge was replaced in 1982. The new deck is reinforced concrete and rests on transverse I-shaped beams, which lie on the top chord of the main truss members. The original deck is assumed to be of a similar type. There are rectangular reinforced concrete parapets with single strand aluminum railings on top along each side of the deck. In 1982 the masonry piers, abutments, and wingwalls of the bridge were completely refaced and modernized.

HISTORY:

WHEN was bridge built (actual date or date range) 1922, rebuilt 1982

This date is: Actual X

Estimated _____

Source of date: Plaque _____

Design plans _____

County bridge files/inspection form X

WHY was bridge built? To provide a reliable crossing of Phoenix Road over Gunpowder Falls and the Pennsylvania Railroad tracks, to meet local and regional transportation needs.

WHO was the designer _____

WHO was the builder _____

WHY was bridge altered? [check N/A _____ if not applicable] Safety/structural needs

Was bridge built as part of organized bridge-building campaign? Yes X No _____

This bridge was built by Baltimore City as part of the Good Roads Movement and as part of its road building efforts at the Loch Raven Reservoir.

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:

A - Events X B - Person _____

C - Engineering/architectural character X

Was bridge constructed in response to significant events in Maryland or local history? No _____ Yes X

If yes, what event?

This bridge was one of a small but significant number of metal truss bridges erected in Maryland from the 1920s through the 1940s. Its heavy, solid, deck truss construction reflects continuing advances in metal truss technology and fabrication early in the century, and the almost unyielding reliability of substantial trusses for major crossings. Such bridges were built throughout the state during the period, particularly in the early 1930s, as part of the Good Roads Movement promoted by the State Roads Commission. The bridge was also raised as part of Baltimore City's roadbuilding efforts at its Loch Raven Reservoir.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth & development of the area? No ☐ Yes ☒

Because of their solidity and reliability, metal truss bridges with heavy members such as the Phoenix Road bridge were often utilized in Maryland from the 1920s through the 1940s at long crossings. Multi-lane facilities carrying major thoroughfares, they had not only a significant impact on local growth, but facilitated regional residential, commercial, agricultural, and industrial development.

Is the bridge located in an area which may be eligible for historic designation? No ☐ Yes ☒
Would the bridge add to ☐ or detract from ☒ historic & visual character of the possible district?

The Loch Raven Reservoir area may be eligible for listing in the National Register, along with a number of intact, late-nineteenth-century, stone-arch bridges and other intact historic resources. Because of its lost integrity, this bridge would be a noncontributing element of any historic district that might be created at the reservoir.

Is the bridge a significant example of its type? No ☒ Yes ☐ It has lost its integrity through major alterations in 1982.

Does bridge retain integrity [in terms of National Register] of important elements described in Context Addendum? No ☒ Yes ☐

Major alterations in 1982, including the replacement of the deck, parapets, and guardrails, and shotcreting or otherwise refacing and modernizing of all of the bridges piers, abutments, and wingwalls, have removed, hidden, and otherwise destroyed the historic integrity of the bridge. Unless one climbs beneath it to view its surviving grid of riveted truss members, it appears to be in almost every way a modern bridge.

Is bridge a significant example of work of manufacturer, designer and/or engineer? No ☒ Yes ☐

Neither manufacturer, designer, nor engineer have been identified, but bridge has lost its integrity.

Should bridge be given further study before significance analysis is made? No ☒ Yes ☐

This bridge has lost its integrity through major permanent alterations and insensitive modernization and, regardless of its history, cannot be eligible for listing in the National Register.

BIBLIOGRAPHY:

Bridge inspection reports and files of the Baltimore City engineer's office.

County survey files of the Maryland Historical Trust.

Jackson, Donald H. *Great American Bridges and Dams*. Washington, D.C: The Preservation Press, 1968
P.A.C. Spero & Company and Louis Berger & Associates, Inc. *Historic Bridges in Maryland: Historic Context Report*. Prepared for the Maryland State Highway Administration, September, 1994.

Pennsylvania Historical and Museum Commission and Pennsylvania Department of Transportation. *Historic Highway Bridges in Pennsylvania*. Commonwealth of Pennsylvania, 1986.
Greiner Inspection Report

BA-2649

SURVEYOR/SURVEY INFORMATION:

Date bridge recorded 1/31/95

Name of surveyor David Diehl/Marvin Brown

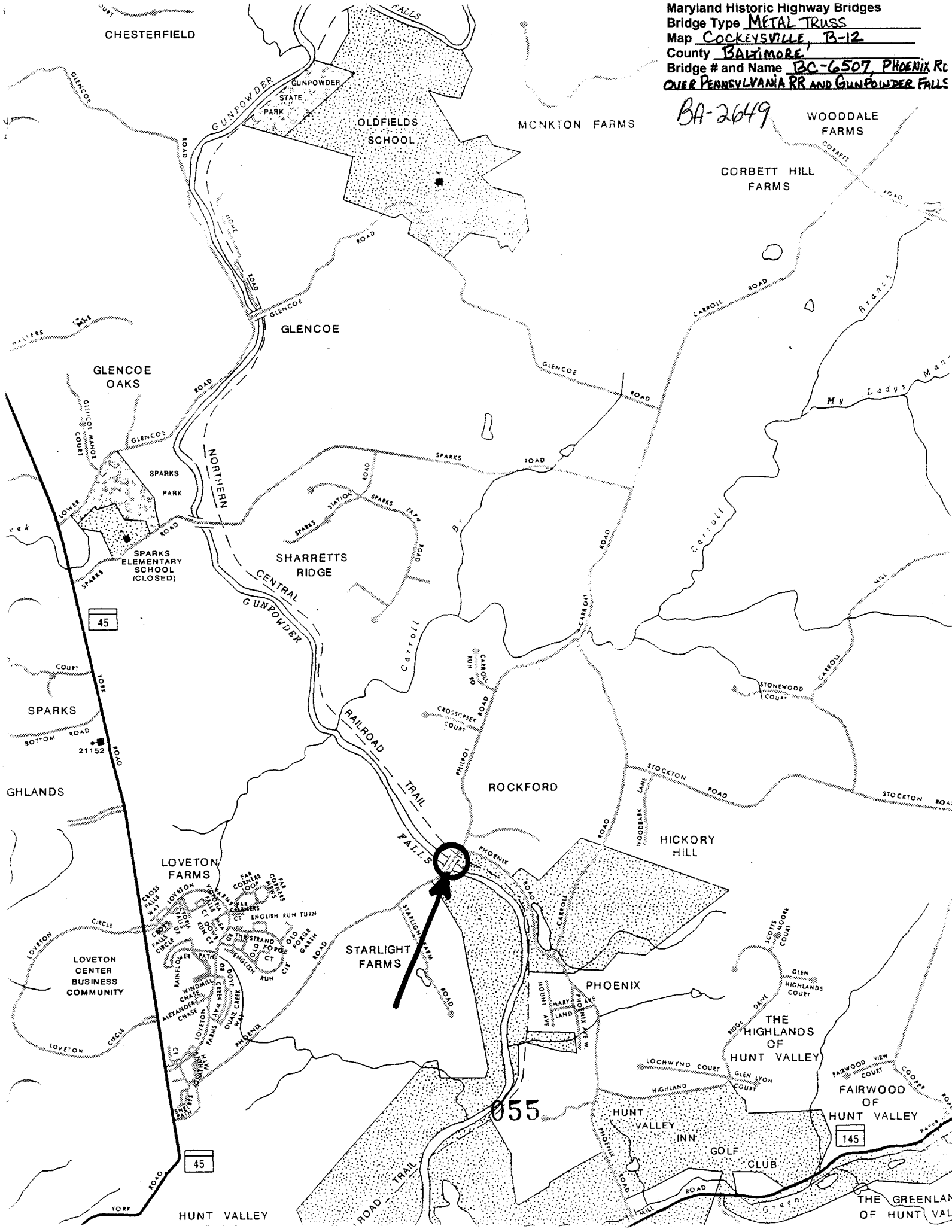
Organization/Address GREINER, INC., 2219 York Road, Suite 200, Timonium, Maryland 21093-3111

Phone number 410-561-0100

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Maryland Historic Highway Bridges
Bridge Type METAL TRUSS
Map COCKEYSVILLE, B-12
County BALTIMORE
Bridge # and Name BC-6507, PHOENIX R
OVER PENNSYLVANIA RR AND GUNPOWDER FALLS

BA-2649





Inventory # BA-2649
6507- PHOENIX RD OVER PENNA RR
Name GUNPOWDER FALLS
County/State BALTIMORE CITY/MD
Name of Photographer DAVE DIEHL
Date 1/95
Location of Negative SHA
Description NORTH APPROACH LOOKING
SOUTH
Number 14 of 255



Inventory # BA-2649
BT 6507- PHOENIX RD OVER PENNA RR &
Name GUNPOWDER FALLS
County/State BALTIMORE CITY/MD
Name of Photographer DAVE DIEHL
Date 1/95

Location of Negative SHA

Description EAST ELEVATION LOOKING
SOUTHWEST

2
Number 5 of 25 5



Inventory # BA-2649

~~6501~~ PHOENIX RD OVER PENNA R.R.
Name GUNPOWDER FALLS

County/State BALTIMORE CITY/MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SNA

Description WEST ELEVATION LOOKING
SOUTH

Number 3 of 25⁵



Inventory # BA-2649
B6507-PHOENIX RD OVER PENNA RR
Name GUNPOWDER FALLS
County/State BALTIMORE CITY/MD
Name of Photographer DAVE DIEHL
Date 1/95

Location of Negative SHA

Description UNDERSIDE OF DECK LOOKING
SOUTH

Number 4 of 255



Inventory # BA-2649
6507- PHOENIX RD OVER PENNA RR &
Name GUNPOWDER FALLS
County/State BALTIMORE CITY / MD
Name of Photographer DAVE DIEHL
Date 1/95

Location of Negative SHA

Description SOUTH APPROACH LOOKING
NORTH

5
Number 0 of 25 5